

BookletChart™

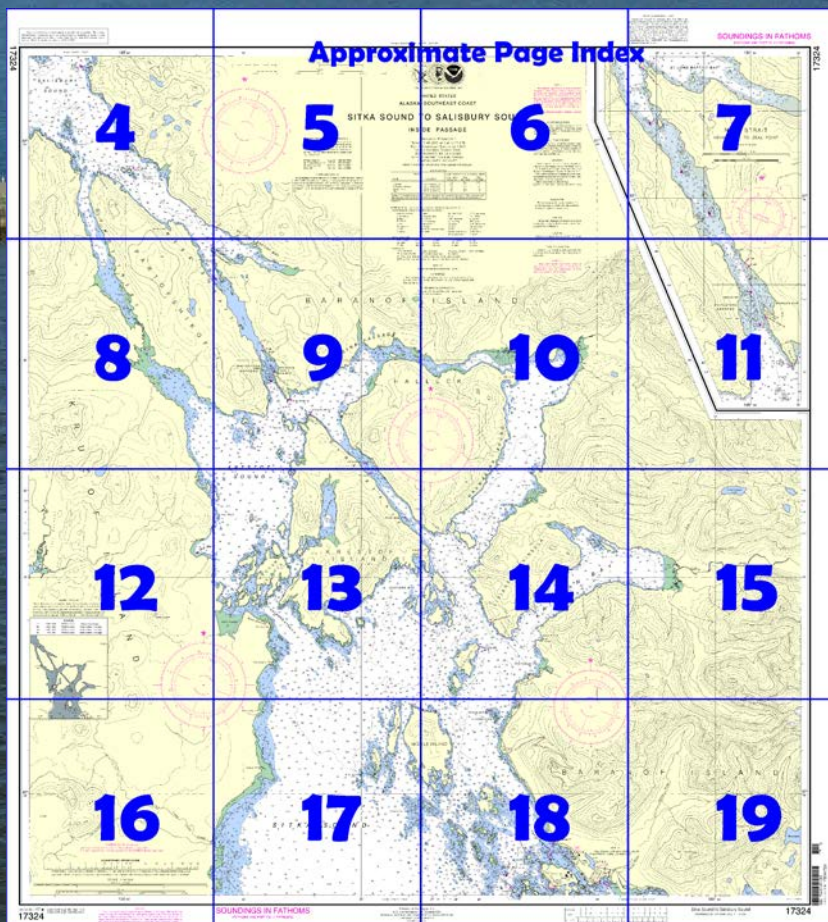
Sitka Sound to Salisbury Sound NOAA Chart 17324



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17324>.



(Selected Excerpts from Coast Pilot)

Watson Point (57°04.0'N., 135°21.8'W.) is on the E side of the NW approach to Sitka Harbor, about 0.9 mile NW of Harbor Rock. A rocky ledge extends about 150 yards off the point. When approaching Sitka Harbor from the NW, exercise care to give this point a berth of about 300 yards, and pass just S of the light marking the S end of the N breakwater protecting the NW approach to Western Anchorage.

Kasiana Islands are a group of islands on the W side of the NW approach to Sitka Harbor. A reef, well marked by kelp, extends about 0.6 mile SE of the easternmost island and

terminates in a rock awash. The rock awash is on a line from the E tangent of the islands to the middle of Battery Island, and is almost midway between them.

Halibut Point, on the E side of the channel, is about 2.4 miles NW of Watson Point.

Old Sitka Rocks are a group of rocks that bare at all stages of the tide and extend 0.5 mile from the E shore. The N and largest one has two or three scraggy trees, and the rest are bare. The westernmost rock of the group covers only at highest tides and is marked by **Old Sitka Rocks Light 2** (57°06'52"N., 135°24'42"W.), 30 feet above the water and shown from a skeleton tower with a red triangular daymark. The main channel is W of Old Sitka Rocks, but a narrow channel is between them and an island near the shore. The shore from Old Sitka Rocks to Western Anchorage should not be approached closer than 300 yards. The channel passing W of Old Sitka Rocks and E of Middle Island and Kasiana Islands is the main channel for all vessels southbound for Sitka via the inside route. This route contains deep water and the only danger is a 1-fathom rocky shoal, marked by a daybeacon on its N side, about 0.6 mile SW of Halibut Point.

Starrigavan Bay is a bight, open W, on the E side about 1.5 miles N of Old Sitka Rocks, and just S of the entrance to Katlian Bay. "Old Sitka," now a State Historic Site, is on the point dividing the two coves on the E side of the bay. In 1799, the Russian fort of St. Michael stood on this point. The N cove is filled by a flat. A foul area, with a rock covered 1 foot in about 57°08'15"N., 157°22'23"W., is NW of the N cove and about 150 yards off the shore. The anchorage is abreast the S cove, about 400 yards from shore, in 18 to 20 fathoms, soft bottom. W winds and some sea have a fair sweep into this bay.

The Alaska State Ferry Terminal is on the S shore of Starrigavan Bay. Bus transportation between the terminal and Sitka is available. A private barge facility is E of the ferry terminal. (See wharves at Sitka for a detailed description of the facilities in this area.)

Katlian Bay has its entrance about 2 miles NNE of Old Sitka Rocks and extends in a NE direction, curving E near its head. There are no dangers except a flat that extends about 0.2 mile from the head of the bay. At 2.5 miles within the entrance to the bay an arm extends NW; fair anchorage can be had in this arm NW of the group of islands on the N side in 11 to 20 fathoms, and very small vessels can anchor in **Cedar Cove**, the narrow part at the head of this arm, in 4½ to 7 fathoms.

Promisla Bay, on the NW side of Sitka Sound about 1.3 miles W from **Siginaka Islands**, indents the SE shore of Krestof Island. There is a small wooded island in its entrance with a bare rock about 0.25 mile E of the island. The depths in the bay are 15 to 21 fathoms, and a fair anchorage can probably be had near its head in 16 fathoms, mud bottom, with good protection in almost any weather.

Olga Strait, between **Krestof Island** and **Halleck Island**, is 4 miles long in a NW direction, with an average width of 0.2 mile, and forms a part of the inside route from Sitka to Salisbury Sound. It is in general clear, with a controlling depth of 4 fathoms in midchannel. On both sides of the channel are small flats where streams empty and the shores are fringed with kelp except off these flats. In Olga Strait the current sets NW on the flood and SE on the ebb. Off **Creek Point** the velocity is 1.6 knots on the flood and 1.2 knots on the ebb. (See the Tidal Current Tables for daily predictions.) About 100 yards off Eastern Point is a rock with a least depth of 6 feet. About 0.8 mile within the SE entrance is a shoal about 300 yards across with a least depth of 18 feet, marked by a light.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes

Corrected through NM Mar. 17/07
Corrected through LNM Mar. 06/07

HEIGHTS

Heights in feet above Mean High Water.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevations bare.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B

Aids, dangers, cable areas and hydrography removed from this area. Use chart 17327.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Althorp Peak, AK	KZZ-86	162.425 MHz
Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sitka, AK	WXJ-80	162.550 MHz

Mercator Projection

Scale 1:40,000 at Lat 57°12'N
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)

AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.279' southward and 6.369' westward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and Geological Survey.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Dog Point	(57°10'N/135°25'W)	feet 10.0	feet 9.2	feet 1.4
Whitestone Narrows	(57°15'N/135°34'W)	9.9	9.1	---
Scraggy Point	(57°20'N/135°43'W)	9.8	9.0	1.5
Sitka	(57°03'N/135°20'W)	9.9	9.2	1.5

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Jan 2007)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
A/ alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy/ gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy stony

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
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ED existence doubtful

PA position approximate

Rep reported

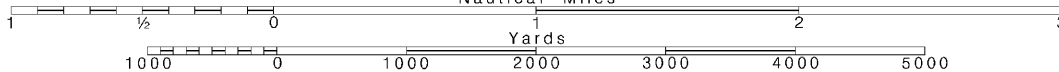
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(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

17324



See Note on page 5.



SCALE 1:40,000

Nautical Miles

Yards



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA-SOUTHEAST COAST

SITKA SOUND TO SALISBURY SOUND
INSIDE PASSAGE

Mercator Projection

Scale 1:40,000 at Lat 57°12'N

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

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AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

NOAA WEATHER RADIO BROADCASTS

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TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Dog Point	(57°10'N/135°25'W)	10.0	9.2	1.4
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Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jan 2007)

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B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HC lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
D/A diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
R flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

30' 27' 45' 30' 15' 26' 25'

3000 4000 5000



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES ALASKA-SOUTHEAST COAST

SITKA SOUND TO SALISBURY SOUND INSIDE PASSAGE

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Joins page 5

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Mercator Projection
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Refer to charted regulation section numbers.

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Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

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Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

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WARNING

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R A N O F I S L A N D

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Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

1 1/2 0 1 2 3
1000 0 1000 2000 3000 4000 5000
Yards

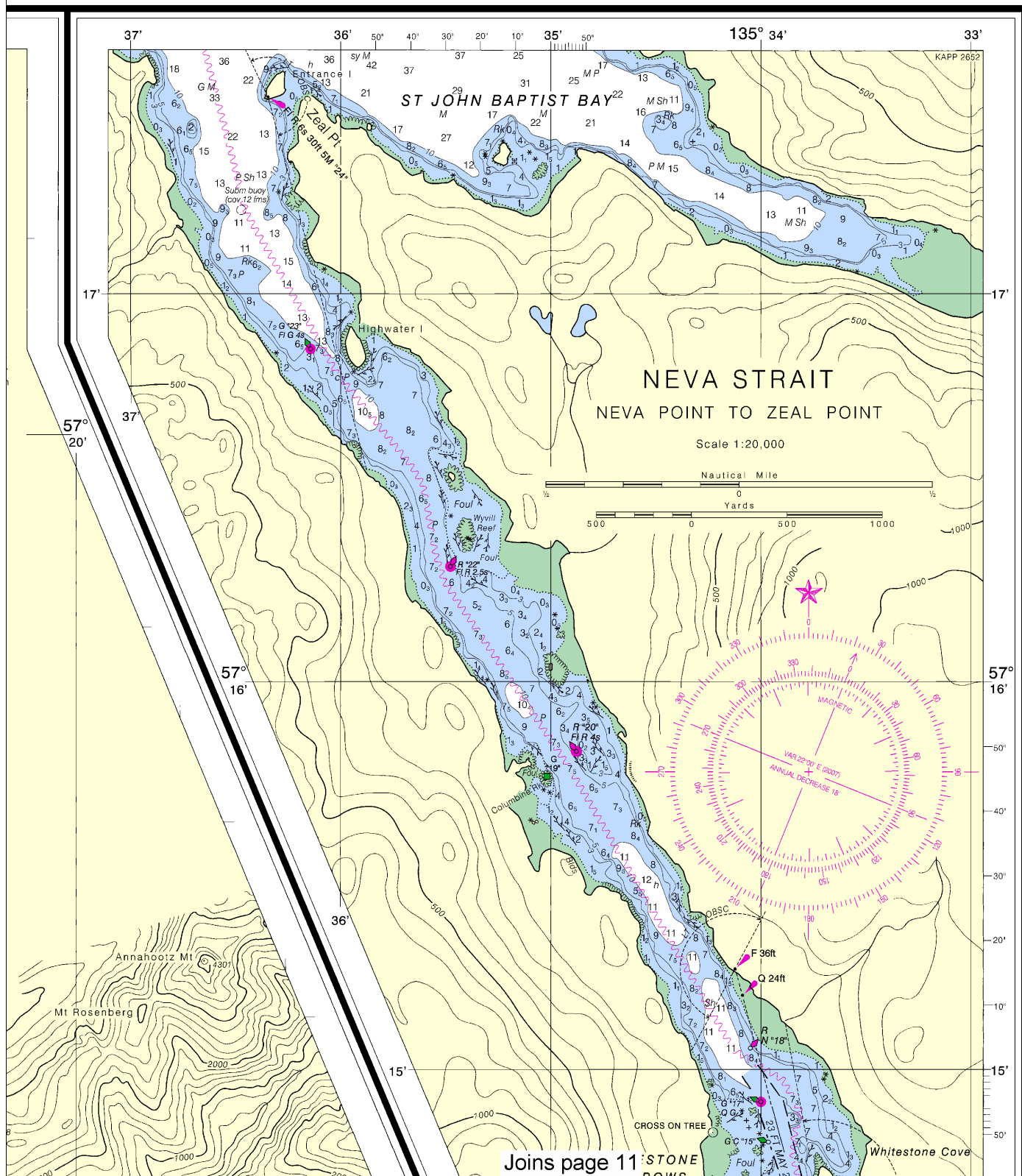
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

17324



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

IQ interrupted quick
 Iso isophase
 LT HC lighthouse
 M nautical mile
 m minutes
 F fixed
 FI flashing
 C can
 D/A diaphone
 F fixed
 FI flashing
 Co coral
 G gravel
 Grs grass
 gy gray
 h hard
 M mud
 Oys oysters
 Rk rock
 S sand
 so soft
 Sh shells
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 Rot rotating
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 VQ very quick
 W white
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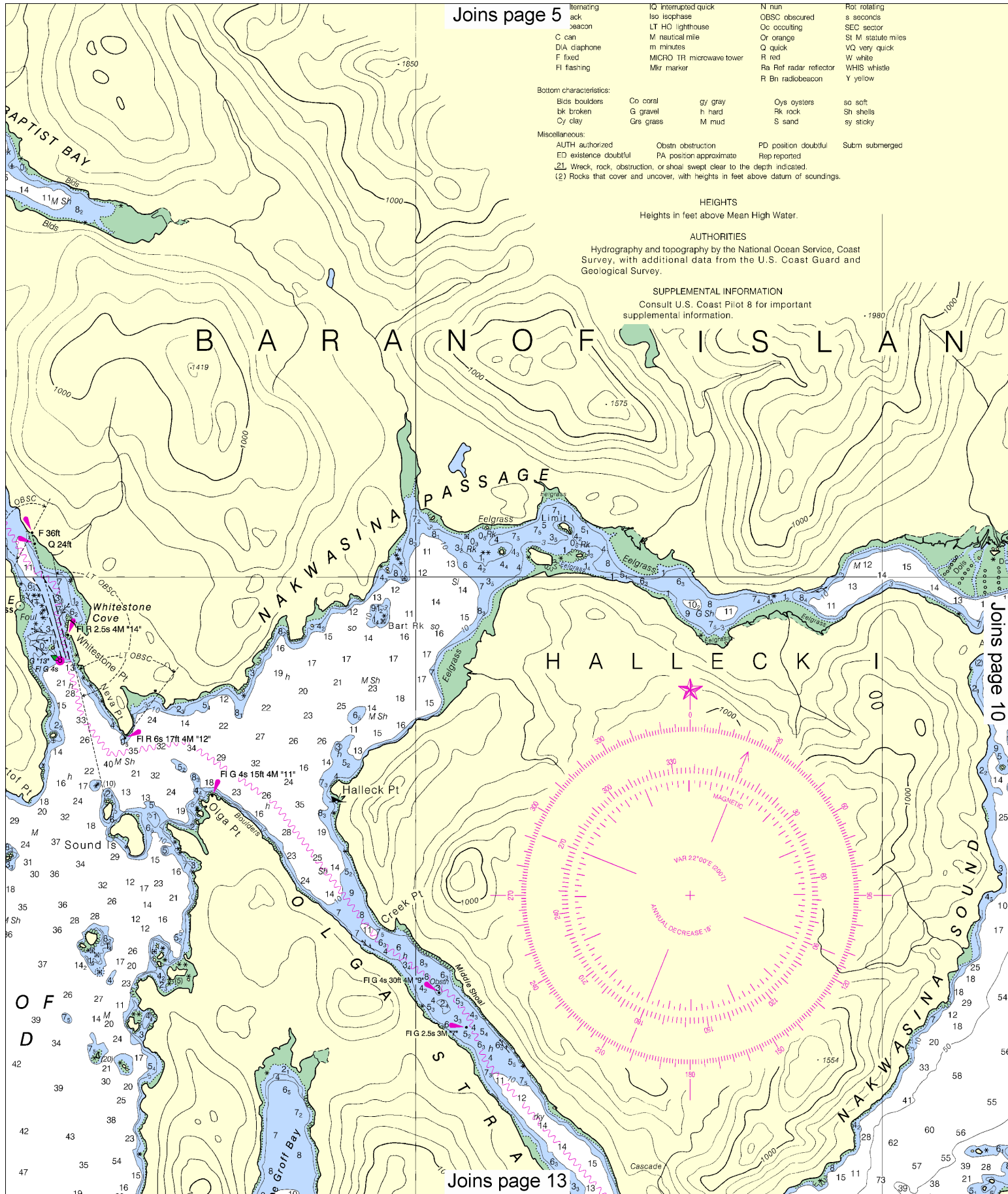
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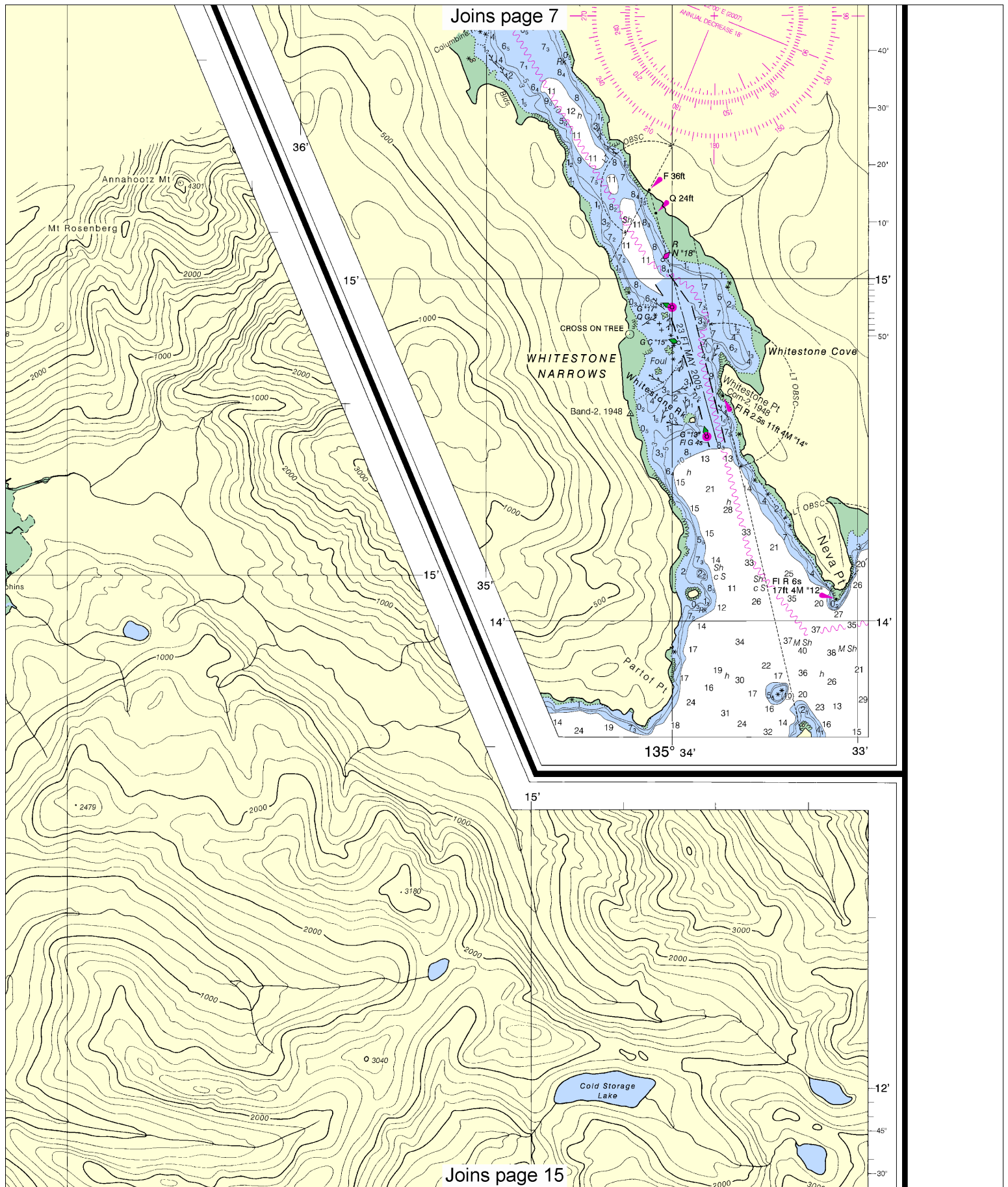
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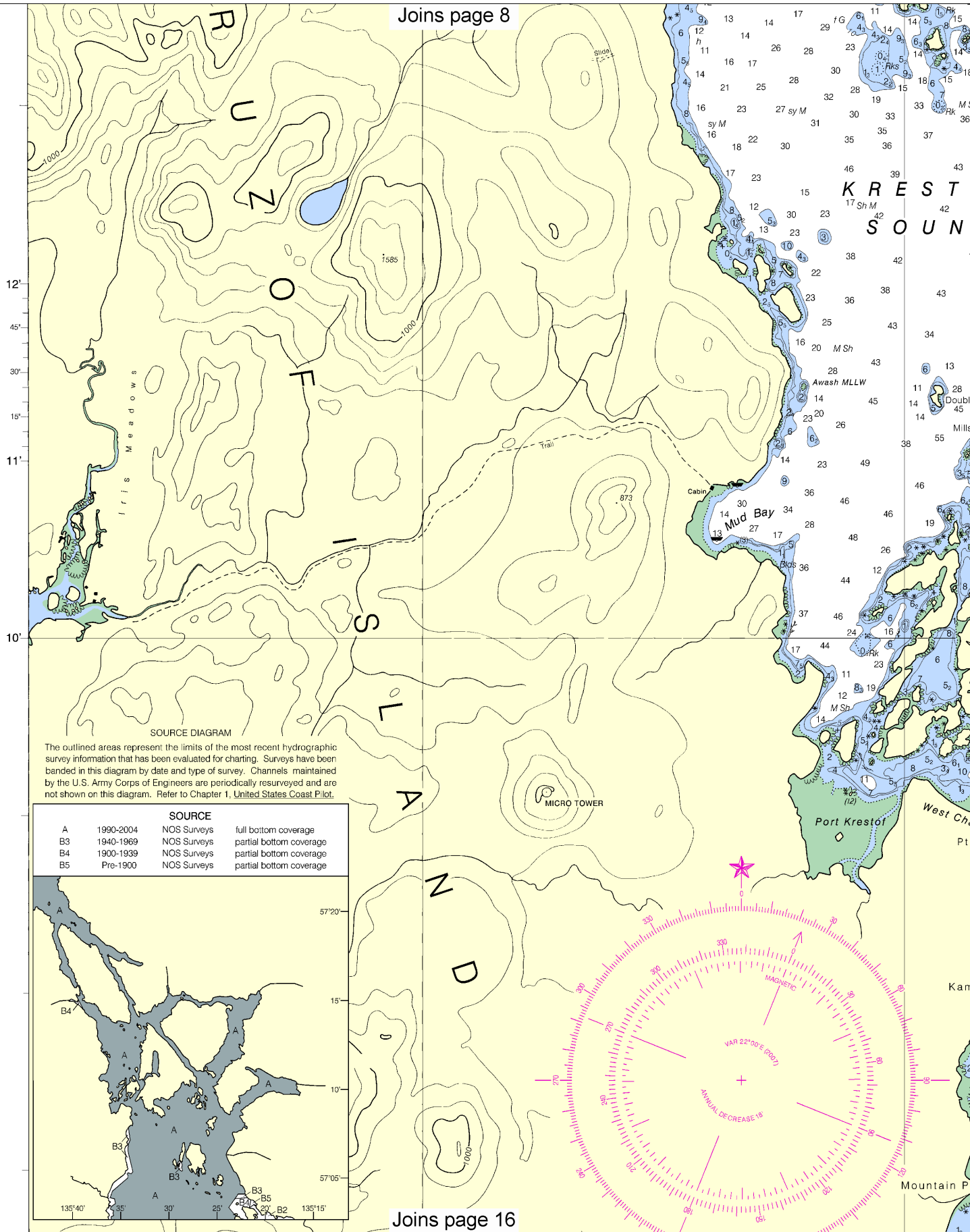
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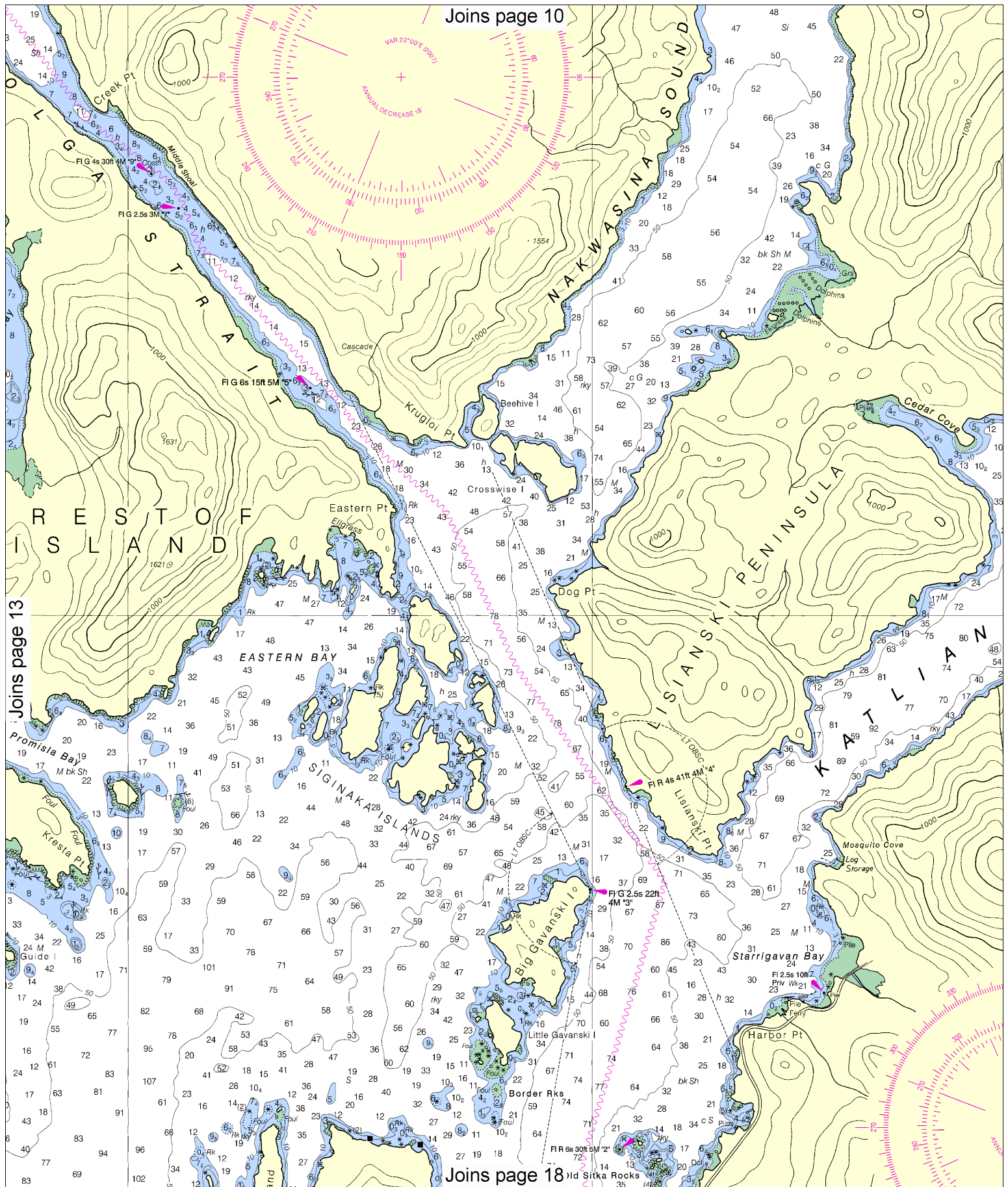
Consult U.S. Coast Pilot 8 for important supplemental information.





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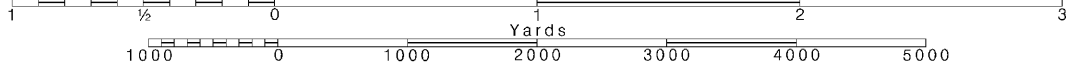


Note: Chart grid lines are aligned with true north.

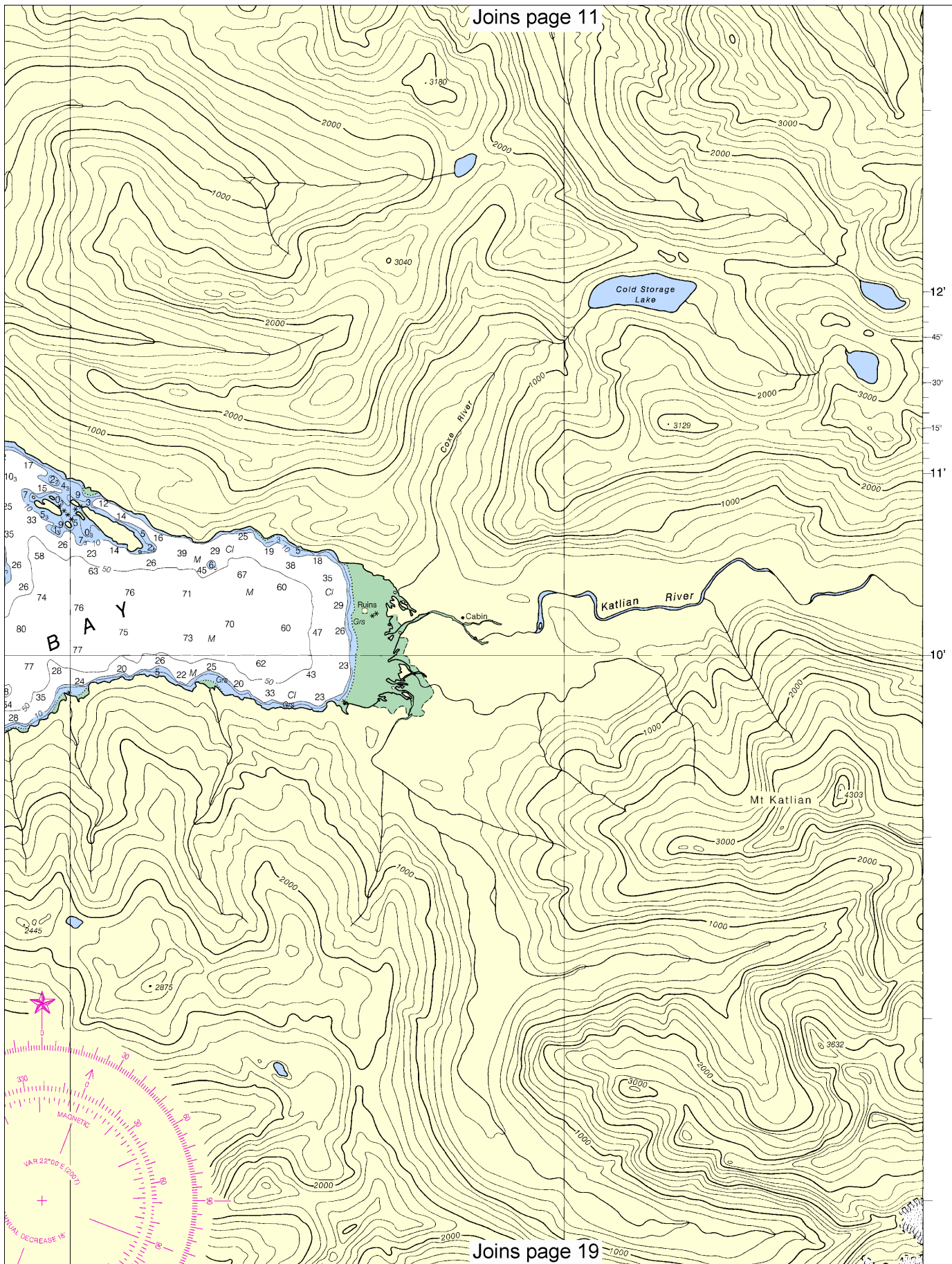
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SCALE 1:40,000
Nautical Miles

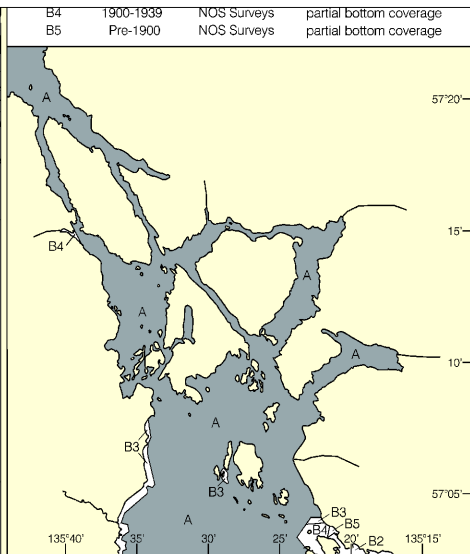
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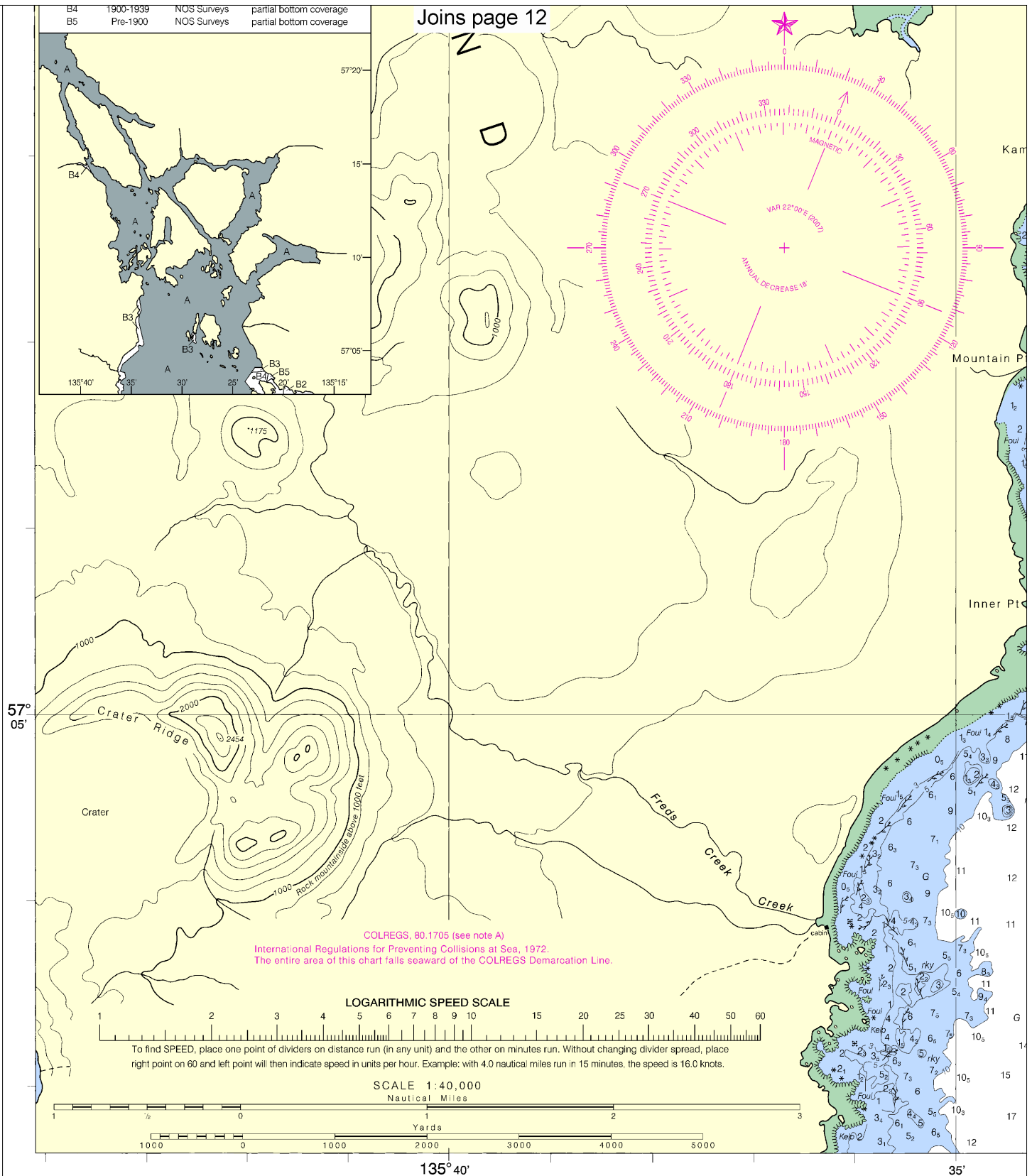
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Joins page 19

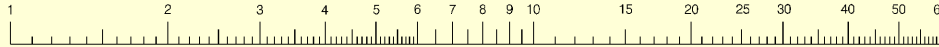


Joins page 12



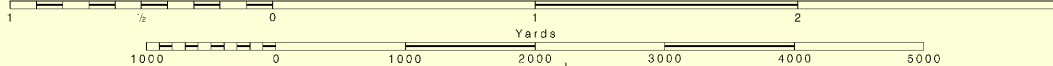
COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:40,000
Nautical Miles



15th Ed., Mar. / 07 ■ Corrected through NM Mar. 17/07
Corrected through LNM Mar. 06/07

17324

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS
(FATHOMS AND FEET)

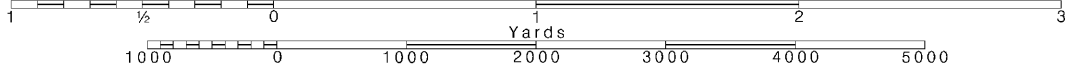
16

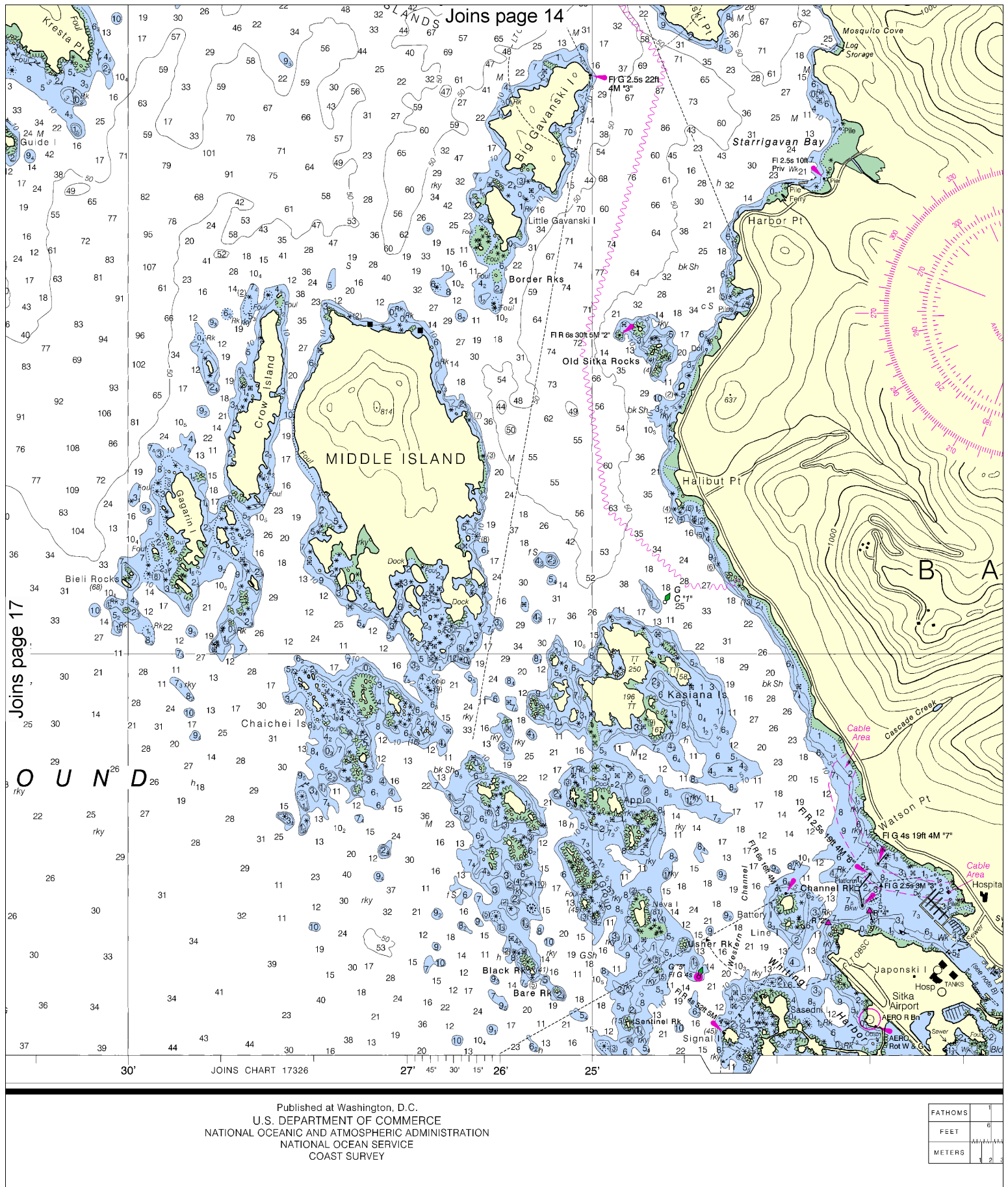
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



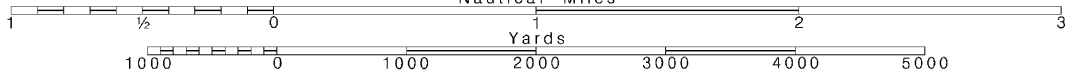


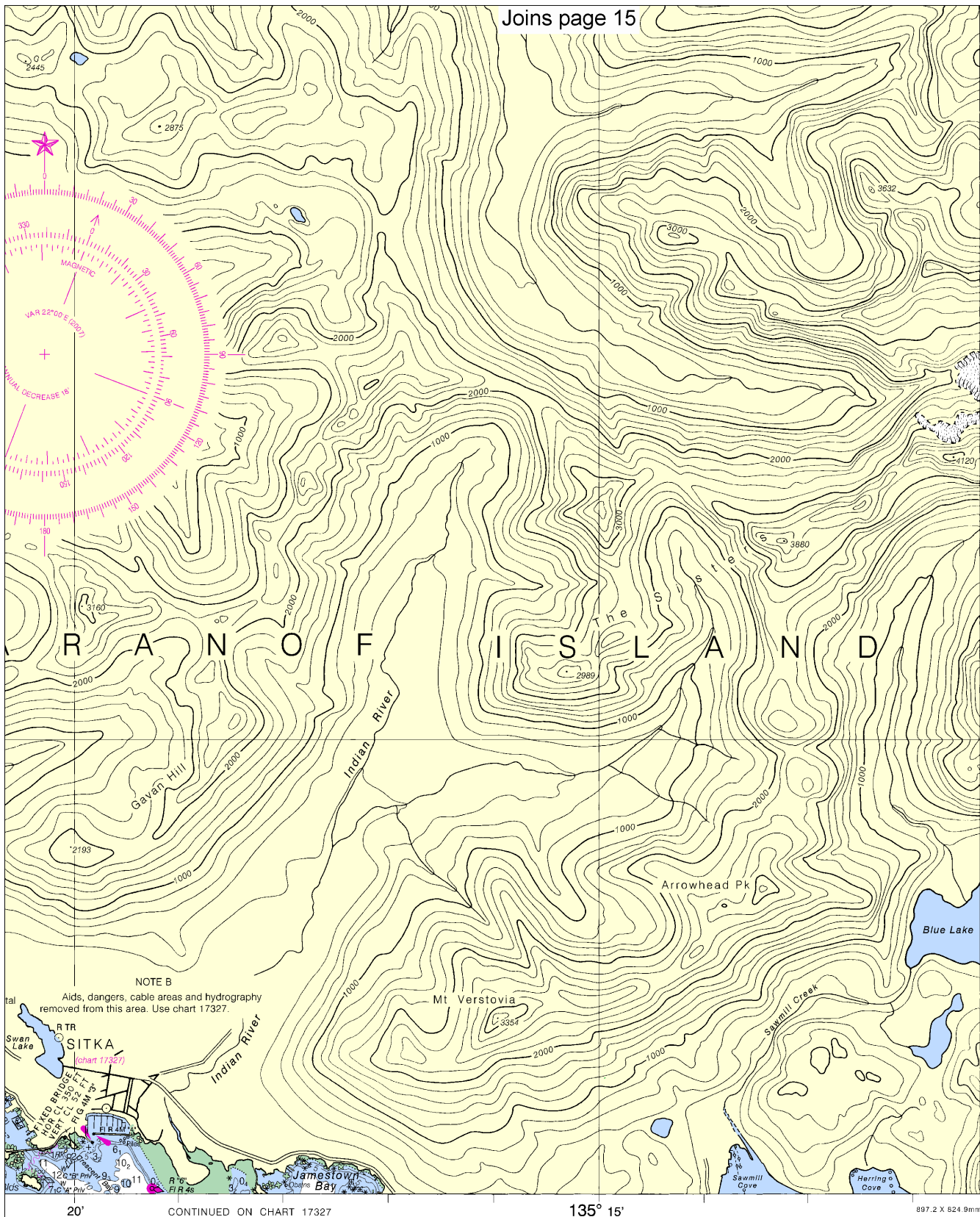
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





Sitka Sound to Salisbury Sound
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17324



ED NO. 15



NSN 764201401399
NGA REFERENCE NO. 17BHA17324



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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